

SUMMARY OF DAY'S NEWS

THE WEATHER.  
WASHINGTON, June 27.—Forecast for Sunday and Monday:  
Sunday—Partly cloudy Sunday, probably showers in south portion. Monday generally fair, variable winds.  
North and South Carolina—Showers Sunday; cooler in the central portion. Monday fair, warmer; variable winds.

STATE OF THE THERMOMETER.

6 A. M.	72
9 P. M.	78
10 P. M.	78
11 P. M.	72
12 P. M.	72
12 P. M.	72
Average	75

Highest temperature yesterday..... 82  
Lowest temperature yesterday..... 65  
Mean temperature yesterday..... 75  
Normal temperature for June..... 75  
Departure from normal temperature..... 0  
Precipitation during past 24 hours..... .13

MINIATURE ALMANAC.

Sun rises..... 4:52	HIGH TIDE..... 6:50
Sun sets..... 7:24	Evening..... 7:24
Moon sets..... 10:56	Evening..... 8:25

RICHMOND.

System of guerrilla warfare being pursued by law-breakers from dark places, but no one is hurt—Soldiers shoot at invisible adversaries and beat the bushes without result—Papers being prepared asking for the removal of Sheriff Simon Solomon—All the bar-rooms closed at 6 o'clock yesterday afternoon, and good order for the most part prevailed all over the city—Sermons to be delivered on the strike to-day—A union sympathizer says he fears the strike is likely to degenerate into a riot—Decision to deport Chinese residents—Richmond people hurt in the wreck in Petersburg—Rev. Dr. H. E. Johnson last night injured; Conductor Echols not fatally hurt—J. E. Bowen loses his arm under a train in the Gamble's Hill tunnel—Mr. Jack Gregory hurt in the smash-up at Petersburg—Squire Graves sentences rioters to jail—A purse of gold for Peter MacKenzie—Club-Statehouse foundations at Jamestown discovered—Washington and Lee win the regatta from the Virginia Boat Club—Decision handed down by the State Supreme Court—Several schools are abolished in Henrico county—Street cars to be operated by the city—Charity granted by the Corporation Commission—Library Board named by the State School Board—Librarian to be elected July 1—A concession to be given in the parks this week if circumstances will permit—Mr. A. S. Lee somewhat better—The soldiers all improved—George C. Winn, charged with shooting Sergeant Easley, secured bail—Mr. Bowdler wins medal in polo—A boat from the city arrived—Trouble feared when cars are started, as there is intense feeling in Manchester—Daughters of Liberty will meet to-day—Services in the churches to-day—Harrison Bros. in new store.

VIRGINIA.

Cannon Ball train runs into freight train on open switch at Dunlop Station, killing and passengers hurt—Passenger train leaves Norfolk and Western track yard Monday morning—Many new members of the Virginia Bar Association announced at Winchester—A man missing for weeks—G. Lee Walcott shoots his sister-in-law in Winchester—MANGERS—A lunatic with a penchant for women's clothes—Sergeants drum up members of military companies—A man goes down in Winchester—Lutherans to celebrate 150th anniversary—Mr. Tucker makes address at Manassas—Military college to be established in connection with Trinity College at Durham.

NORTH CAROLINA.

Steel rails placed on Southern track near Raleigh in attempt to wreck passenger train—Hot fight in Raleigh over extension of city limits—Heavy pressure on not paid poll-tax—Heavy pressure on Governor Aycock to issue two pardons—Two boys save a passenger train from wrecking at Elizabeth City—Foxaway Dam creating much concern; engineers do not expect it to be completed—The dam is in connection with Trinity College at Durham.

GENERAL.

Prices of stocks were advanced by professional on strength of the favorable bank statement, but the movement was narrow and dealers insignificant—The American people are very fast on their feet—In American waters, and outwitted the last Shamrock III—A woman's college to be established in connection with Trinity College at Durham—A man goes down in Winchester—Lutherans to celebrate 150th anniversary—Mr. Tucker makes address at Manassas—Military college to be established in connection with Trinity College at Durham.

THE YANKEE SAILS FOR HAMPTON ROADS

(By Associated Press.)  
PHILADELPHIA, Pa., June 27.—The United States training ship, Yankee, carrying more than seven hundred men, including officers, seamen and landsmen, sailed to-day from League Island Navy Yard for Hampton Roads. The Yankee replaced the Lancaster, which is being dismantled to be used as a receiving ship in place of the cruiser Minneapolis.

TWO BOYS SAVE A PASSENGER TRAIN

(Special to The Times-Dispatch.)  
WINSTON-SALEM, N. C., June 27.—There was a big washout last night near Mayodan, on the Winston-Salem division of the Norfolk and Western Railway. The incoming passenger train from Roanoke was saved from a wreck by two boys, who discovered the washout. They ran to Mayodan through the rain and reported it to the telegraph operator, who had the train stopped.

MR. KING NOT HERE

Convicted Alderman May Appear Before Committee.  
Ex-Alderman John M. King, who has recently been convicted of bribery in the Hustings Court and who has been ordered to appear before the committee on the city last night and therefore could not be seen. Mr. King will return in a few days and will likely be damaged by the conviction. It is not thought the general investigation will be taken up for some days yet.

DAILY BOAT FROM YORK RIVER TO NORFOLK

(Special to The Times-Dispatch.)  
MATHEWS C. H., Va., June 27.—Over three hundred prominent citizens were in attendance upon the meeting here to-day of the Moblack Shippers' and Produce Association, to consider establishing a daily boat from Mathews and Gloucester to Norfolk.

A PARTY OF BUSINESS MEN MADE A PROPOSITION

To establish such a line of steamers, provided the association would give them the support in the event of competition. The proposition was accepted and a resolution passed calling on the people of Gloucester to come to the support of the enterprise.

CHALLENGER IS PROVING DANGEROUS

Showed Great Speed in Light Air.

GIVEN FIRST TRIAL OVER THIS SIDE

Beat the Old Vessel in Two-Leg Contest.

LED ALL WAY FROM START TO FINISH

Challenger Pointed Higher and Footed Faster than the Other Vessel, and Gained Steadily, Establishing a Lead of Half a Mile in One Hour's Sailing.

(By Associated Press.)  
NEW YORK, June 27.—Sir Thomas Lipton's new cup challenger Shamrock III. was given her first test to-day in American waters, in an informal trial with Shamrock I. off Sandy Hook. In the first ten miles of a fifteen mile beat to windward, in a very light air, the new boat beat the old one about ten minutes, and in a run of fifteen miles to leeward, nine minutes. There was a long, gentle sea, and the new challenger slipped cleanly over it, making little fuss under her bow.

Taking into consideration the assertion by English yachtsmen that Shamrock I. is ten minutes faster on a thirty mile course than the new boat, and fully as much faster than Shamrock II., the new boat's first performance on this side of the Atlantic marks her as probably the most dangerous challenger Sir Thomas has brought over. In a light air and smooth water she showed herself to be very fast. The chief purpose of the trial was to stretch the sails and resume the tuning.

SIR THOMAS ABOARD.  
Sir Thomas and Designer, Fife, were aboard the Shamrock III. and Colonel Neill sailed on Shamrock I. when the yachts started to beat to seaward against a four-knot wind. Shamrock III. was slightly in the lead at the start and began to add to it. The new boat beat the old one by a wide margin. Shamrock I. headed out to sea for more than two hours, and during all that time Shamrock III. gained steadily. After a run down the Jersey coast both boats came about and starting close together, headed for Sandy Hook. Shamrock I. quickly gained, and in an hour's sailing, when the boats had covered about the course, had established a lead of nearly half a mile. This is called the best point of sailing for the older boat.

FLAME IN OIL FIELD CAUSES EXCITEMENT

(By Associated Press.)  
SOUR LAKE, TEXAS, June 27.—Considerable excitement prevailed in the oil field for a time just after noon to-day, caused by flames springing up on the oil sands belonging to the Texas and Texas Additional Company. The flames caused by some one throwing a lighted match in the oil.

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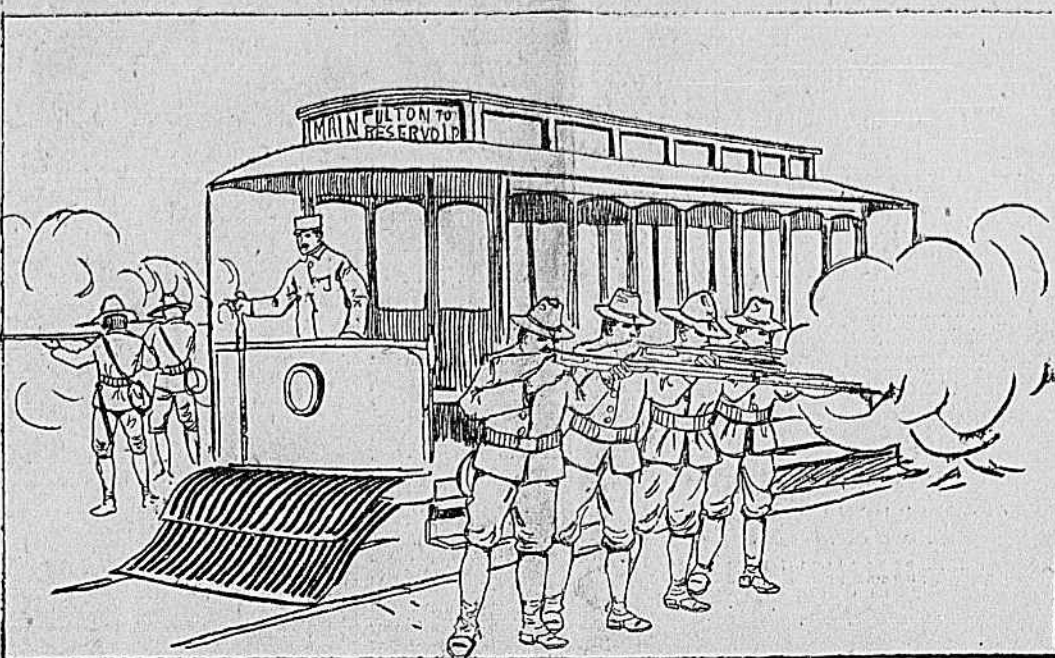
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GUERRILLA WARFARE IS WAGED BY RIOTERS



SOLDIERS FIRING INTO ROCKETTS BOTTOM LAST NIGHT.

PRESIDENT WILL REST

Greeted by Rival Demonstrations at Oyster Bay.

MADE NEIGHBORS SPEECH

Pleased at the Number of Children He Saw—Tells of His Swing Across the Continent—Original Song of Welcome.

(By Associated Press.)

OYSTER BAY, L. I., June 27.—President Roosevelt's home coming for the summer was made the occasion of a date here. He was notable for his enthusiastic cordiality and likewise for his vigor. The latter quality was due to a slight factional difference among the townspeople, the result being that the President was accorded a double reception. The Oyster Bay board of trade, headed by President J. Morgan Griffin, had planned an elaborate demonstration, and ex-Assemblyman Maurice Townsend had arranged another.

Both were carried out according to programmes, but as both were directed to the same end, the friendly rivalry between the factions resulted only in adding to the enthusiasm of the reception.

Under smiling skies the President stepped from his car at 4:30 o'clock, and while the cannon crashed out its salute and the people cheered, he was escorted by the reception committee to the town hall.

The march to the town hall, each waving an American flag. Business houses and residences throughout the town were handsomely decorated.

Arrived at the hall, President Roosevelt greeted the crowd with a friendly run presented to the people of Oyster Bay by the Navy Department. Then, standing on a chair placed on the steps leading to the hall, he delivered a brief address to the crowd of his friends and neighbors, standing in the front of the building.

PRESIDENT'S TALK.

The President said: "Since I last saw you I have crossed the continent. I have traveled from the store of the Atlantic over the Mississippi Valley, by the side of the Great Lakes, over the Rocky Mountains, to the shore of the Pacific, and the thing that has struck me most in that journey of nearly

HIS ARM CUT OFF AT THE SHOULDER

W. H. Bowen Falls Beneath a Train in Gamble's Hill Tunnel.

With his arm cut off near the shoulder, Mr. W. H. Bowen, who lives at No. 210 Winder Street, was found in the mouth of the tunnel near Second and Byrd Streets last night about 8:15 o'clock.

Mr. Bowen is employed at the power plant of the Virginia Passenger and Power Company, at the foot of Seventh Street. He was on his way to that place at the time, intending to begin work at 9 o'clock. He had his lunch basket with him.

How the accident occurred is not exactly known. Just as train No. 403, of the Richmond, Fredericksburg and Potomac, passed through, with Engineer J. E. Raby and Conductor Dickenson in charge, Mr. J. J. Hope, of No. 403 South Pine Street, who was some little distance away, heard a cry. Running to the place he found Mr. Bowen lying on the ground, his arm crushed and blood pouring from the wound. A number soon gathered around, the ambulance was summoned and he was taken to the City Hospital. He will recover.

Mr. Bowen is married and has a family. Drs. Crump and Lattimer attended him. To them he said that since the strike he had been walking and was taking a short cut when hurt. His head was severely gashed in addition to his other wounds.

COSTING NEARLY MILLION A YEAR

The Strike Proving a Very Expensive One to the State.

The strike is now costing the city about \$2,000 a day, or \$700,000 a year. "Unless something is done," said a citizen last night, "it will be necessary to raise taxes. This would fall heavily on all the citizens, and it seems to me to be the part of wisdom to use the most earnest efforts to end the trouble."

TIED GUARD TO HIS CELL

Montana Train Robber Made Lasso of Wire.

HELD SHERIFF UP IN JAIL

Forced Him to Saddle His Own Horse, Which the Desperado Mounted and Rode to Freedom—Possibly in Pursuit.

(By Associated Press.)

KNOXVILLE, TENN., June 27.—Harvey Logan, the alleged Montana train robber, under sentence of twenty years, escaped from the Knoxville county jail this afternoon at 5 o'clock. While his guard's back was turned Logan threw a wire over his head and lassoed him, tying him tight to the bars of his cage. Logan then escaped from the jail to himself. Logan next secured two pistols placed in the corridor of the jail for use by officers if needed.

When Jailer Bell appeared in answer to a knock from Logan, the prisoner passed out a bottle, saying he wanted some medicine. As the jailer put out his hand Logan mounted and rode away in the direction of the mountains.

A posse started in pursuit of the desperado within one hour.

ANGLE HAS A PENCHANT FOR WEARING PETTICOATS

(Special to The Times-Dispatch.)  
NEWPORT NEWS, VA., June 27.—The police to-day received a letter from J. P. Angle, of Richmond, who states that his son, Orrin Angle, now here under indictment for housebreaking, recently escaped from a lunatic asylum in Staunton, and he asked that the boy be returned there.

Angle, it seems, has a mania for women's clothes, and he entered a house here in woman's attire.

Walter B. Hoover was advised to-day of the death of his brother, Homer Hoover, in a railroad wreck near Staunton.

A FALSE REPORT PROMPTLY NAILED

Messrs. Thalheimer Brothers Make Vigorous Denials of Rumors Circulated.

Rumors and anonymous letters are abundant. They always are in times like these. The one is to be heard and the other encountered at every turn. As a rule, neither is worthy of much consideration.

Various rumors have been in circulation to the effect that Messrs. Thalheimer Brothers had discharged some of their employees for riding on the cars, and yesterday the firm received the following anonymous letter:

Richmond, Va., June 27, 1903.  
Messrs. Thalheimer Brothers:  
Dear Sirs.—I understand that by direction of the strikers or their sympathizers you have discharged some of your employees because they have been riding upon the cars.

Please remember that there is another side to the question. Two of your waiters riding on the cars, and your action and have given their families direction to cease trading with you, and doubtless others will follow their example.

My people spent quite a large amount in your store recently, but you will get no more from Yours truly,

THE GROUNDLESS rumor and the anonymous letter are both disposed of in the following reply to the latter, written at Richmond, Va., June 27, 1903.

In answer to "Justice," we desire to take this means, the only one we have of answering his letter.

We have not discharged a single employee for riding on the cars, nor have we threatened to do so. We have been grossly misrepresented by some one. We offer \$1,000 to any person who can prove that we are guilty of having done what "Justice" refers to in his letter. If "Justice" will call at our office we shall be glad to say to him personally what we have said above.

THALHEIMER BROTHERS.

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THALHEIMER BROTHERS.

Bullets Flying at Cars from Lonely Spots.

SOLDIERS RETURN FIRE AT RANDOM

Attempt to Wreck a Car in the West End Foiled.

YESTERDAY WAS VERY QUIET AS A RULE.

Signs Are That the City is Now About to Return to Its Normal Law-Abiding State—Cars to Be Run To-Day Under Heavy Guard, and No Disturbances Are Expected.

The tenth day of the street railway strike was one of the most peaceful yet, despite the fact it was Saturday, and a day when trouble was feared. "We are having church all over town to-night," said Colonel George Wayne Anderson, in command of the brigade of troops on duty here. It was in this way that he described the situation. A little later, however, reports came of sporadic shooting from ambush at cars or at the headquarters of the troops near the Reservoir. In some cases the troops returned the fire, and in others they did not. Not a single case of wounding was reported up to midnight, and the shooting, presumably, ended with the running of cars for the day.

The backbone of the strike is regarded as broken by the company, but it is regarded as probable that a few cases of shooting at cars may be reported here and there hereafter. The people generally seem to have awakened to the gravity of the offense of shooting at cars and of destroying property for every dollar of which the city and its taxpayers will have to pay.

Law and Order Again.

Reason and a regard for law and order, for human life and the rights of property, which were temporarily dethroned for several days, seem to have reassured themselves, and it is earnestly hoped that the reign of lawlessness is at an end. Confidence in the ascendancy of the law is being rapidly restored and the turbulent element is becoming less assertive and gradually subsiding. The conditions more people are riding on cars, especially in the day time, ladies being noticed on many cars yesterday. The patronage of the cars at night is small, being confined chiefly to men, and not many of these are riding in exposed places. Two of the officers of the company took a trip around the Tulton loop last night, just before the strike reported to have ended. With the gradual reassurance of the people and the resumption of travel, it is expected by the officers of the military and the car line that normal conditions will soon be resumed.

Will Run Cars To-Day.

Cars will be run as usual all day to-day and to-night. In fact, there will be no interruption of the regular schedules on the various city lines save those hereafter made necessary by accidents. The military still ride on each car as an escort, but as a matter of fact, the safety of the passengers and the power company before any step is taken. Colonel Anderson, when asked last night as to the plans for to-day, stated that he knew of no change in the programme.

The day's acts of violence and attempts to retard or interrupt traffic yesterday were few and were unsuccessful in each case. Several shots were fired at cars in Rockets bottom along and near the lower gas works, but no one was hurt, though the detail of guards on the car returned a spirited fire. There was some firing of revolvers in the rear of Main and Walnut Streets, but they were apparently not fired at the cars, but idly discharged in the air. Some firing was reported on Crown Hill at the southwestern section of the city, several shots being fired at cars, and the soldiers on board the trolleys returning the fire every time. So far as known, no one was injured in any way.

Tried to Wreck a Car.

One attempt was made to wreck a car at the extreme western point of the Main Street car line, where the cars turn to go to the Reservoir proper. Obstructions were placed on the track, but these were passed over in safety. They consisted of two or three heavy pieces of plank or joists. The car jumped over them without being derailed.

So far as known or ascertainable by diligent inquiry, not one drop of blood was shed during the day. Even the at-

(Continued on Third Page.)

LOST CHILD FOUND BURIED UNDER EARTH

Missing Daughter of McKeesport Man Meets a Terrible Fate.

(Special to The Times-Dispatch.)  
PITTSBURGH, PA., June 27.—Maggie Schwartz, the seven-year-old daughter of Joseph Schwartz, of McKeesport, was buried alive Thursday afternoon. The girl was missed about 2 o'clock and could not be found.

While men were working early this morning at a ditch at the foot of Market Street, into which several tons of earth had fallen, they saw the child's arm protruding. She had evidently been overwhelmed in the fall of earth and rock while playing there.

THE CANNON BALL TRAIN IS WRECKED

Fast Train Plunges Into Open Switch.

CRASHES INTO A FREIGHT TRAIN

Engineer and Fireman of the Passenger Train Killed.

CONDUCTOR ECHOLS IS BADLY HURT

Passengers Thrown Over the Seats and Bruised and Out—Rev. Henry E. Johnson's Collarbone Broken and His Face Cut—The Crew of Freight Train Saved by Jumping.

(Special to The Times-Dispatch.)

PETERSBURG, VA., June 27.—The cannon ball train, which left Richmond at 9 o'clock this morning, plunged through an open switch at Dunlop head on with the engine of a loaded freight standing on the siding, ready to take the main track after the Norfolk and Western's super flyer should have passed.

Engineer Harry Covington stuck to his post until too late to jump and lost his life. He applied the air brakes, but the space was too short, and though the speed was slackened, the heavy train dashed onward to destruction, and the impact was terrific.

A heavy crash, the stillness of death and then the terrible cries of the wounded. One moment a grandly flying modern train, the next chaos and horror.

Two men were killed and one seriously injured. The passengers, about twenty-five, were badly shaken up, and most of them were slightly hurt.

The wreck occurred at 9:30 o'clock at Dunlop Station, three miles north of Petersburg. The Atlantic Coast Line officials, over whose track the Norfolk and Western runs its cannon ball train, to Petersburg, are now investigating the cause of the wreck.

THE KILLED.

The killed are Harry Covington, of Norfolk, engineer, and his nephew, Rev. H. E. Johnson, of Cheslered county, fireman.

Captain Robert S. Echols, who was in charge of the train, had both arms broken, chest hurt, cut in head and leg hurt. His condition is serious.

Dr. George E. Font, of Richmond, who was a passenger on the train, set the broken limbs and made Captain Echols as comfortable as possible, until he could be taken to Richmond.

Among others who were injured are:

William Davis, colored, postal clerk, leg hurt; W. C. Cousin, flagman, wrist hurt; William Jones, colored, porter, hip hurt; R. E. Hawkins, baggage-master, leg, thigh, and arm injured; Harry Wayne, colored, fireman on freight train, leg broken.

A LADY HURT.

Mrs. H. J. Bassett, of Boston, who was in a wreck on a street car in Richmond yesterday, was thrown backwards over several seats, her leg was hurt and hip quite badly cut.

Mr. John N. Seabell, of Norfolk, back of the wreck, was thrown from his seat, but from his engine and was not injured. His fireman, Edgar Wayne, colored, also leaped from his seat, but had his leg broken.

The freight train on the siding had not cleared the switch sufficiently to permit it to be closed. All the signals were up, showing that the switch was open. The engineer when within three hundred yards of the siding realized his danger, applied the air brakes, reversed his engine and gave the distress signal. Running at such a high speed it was impossible to materially slacken it in the short distance, and without a moment's warning to any on board the shock came. Engineer Harry Covington leaped from his box just before his train struck. His nephew, Robert Covington, who was the fireman, was crushed to pieces and burned.

TERRIBLE IMPACT.  
The engine of the Cannon Ball pushed its way into the large engine of the freight train, and both were totally wrecked. Engineer W. V. Bradshaw, of Manchester, of the freight train, jumped from his engine and was not injured. His fireman, Edgar Wayne, colored, also leaped from his seat, but had his leg broken.

The box car, third from the engine on the freight train, was smashed to splinters. The cars and the people on them were hurled into the air. The freight train was wrecked. When the Cannon Ball struck the